

CLASSIFICATION

RESTRICTED

RESTRICTED

STAT

CENTRAL INTELLIGENCE AGENCY
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO.

COUNTRY Communist China
 SUBJECT Economic - Coal production
 HOW PUBLISHED Daily newspaper
 WHERE PUBLISHED Hong Kong
 DATE PUBLISHED 10 Oct 1949
 LANGUAGE Chinese

DATE OF INFORMATION 1949

DATE DIST. 22 Nov 1949

NO. OF PAGES 3

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANINGS OF ESPIONAGE ACT 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Ta Kung Pao.

SOUTH HUNAN REBUILDS TWO COAL MINES

In rebuilding South China after liberation, one of the most pressing needs will be sources of fuel. In this respect, the two great coal mines of southern Hunan, Yang-mei-shan (Ueda: 5123, 4971, 2528) and Tzu-hsing (11373, 9630), occupy a position of great importance.

History

These mines were operated locally on a small scale for hundreds of years, but did not receive full official attention until the Japanese blockade during the past war cut the movement of coal southward from North China. To secure fuel for southern industry and rail communications, the Nationalist government established the Hsiang-nan (South Hunan) Coal Mine Bureau to direct exploitation of the two mines.

In the winter of 1939, coals from the Yang-mei-shan Mine and bituminous coal from the Tzu-hsing Mine were used to supply Kuang-chou arsenals No 14 and No 50, the power plant and water works of Kuang-chou, the Kwangtung -- Han-k'ou Railroad, and, later, the Hunan-Kwangsi and Kweichow-Kwangsi Railroads. In 1945 both mines were taken over by the Japanese and suffered heavy war damages. The Tzu-hsing Mine has not yet been completely restored and the Yang-mei-shan Mine is producing only 20,000 tons per month.

Mine Data

The Yang-mei-shan Mine is serviced by the Kwangtung -- Han-k'ou Railroad, which extends to Wu-ch'i, 75 kilometers away. Transportation from the mine to Wu-ch'i is difficult because of irregular terrain features. There is no road, but it has been possible to construct a light double-track railway from the mine to the main line at Wu-ch'i.

RESTRICTED

- 1 -

CLASSIFICATION

RESTRICTED

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB															
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI															

RESTRICTED ~~RESTRICTED~~

STAT

In the matter of technical equipment, the mine possesses one 50-horsepower steam engine, two 60-horsepower steam boilers, one 30-horsepower steam boiler, all of the upright type; one 35-kilovolt-ampere generator and a 75-kilovolt-ampere generator, two air compressors, one drill-repairing machine, and one air pump. Repair-shop equipment includes three lathes, one medium-head planer, an upright drill press, a powered saw and a wheel press.

Transport equipment consists of a six-kilometer double-track light railway and 570 large and small V-hopper coal cars.

There are one vertical and 11 horizontal mine shafts. Mine equipment includes two No 3½ water pumps and 300 battery lamps. Fifty buildings house the miners and provide offices and warehouses.

The Yang-mei-shan mine field has reserves of approximately 5 million tons. Analysis reveals a moisture content of .6 percent, dolomite content of 23 percent, fixed carbon 56.2 percent, ash 22.25 percent and an output of 12,400 British thermal units.

Production from 1948 - 1942 averaged 10,000 tons monthly. In 1943 because of increased military transport requirements of the railroads of South China, production was stepped up to 24,000 tons a month.

After the war, plans were set up for an eventual production of 300 tons a day to supply the Kuang-chou -- Han-k'ou Railroad and Kuang-chou city, but the transport demands of the ever-expanding civil war reduced the coal-carrying capacity of the railroad to barely sufficient for its own use, i.e., from 8,000 to 10,000 tons a month. Because of the resulting accumulation at the mine and slowdown in sales turnover, production was cut to 300 tons a day. Late in 1948 Sung Tze-wen (T. V. Soong) requested that production again be stepped up to 500 tons daily in order to relieve a coal shortage in Kuang-chou. If the railroad were not overloaded with civil-war military transport materiel so that it could move the coal, a daily production of 700 tons would be possible.

The Tzu-hsing Mine lies northwest of Hsu-tung Station, on the Kuang-chou -- Han-k'ou Railroad, about 10 kilometers west of Tzu-hsing city. The north and south axis of the mine field is 12 kilometers long. Formerly the mine had a 40-kilometer 35-pound rail weight per foot standard gauge railroad connecting with the Kuang-chou -- Han-k'ou line at Hsu-chia-tung Station. This private line was sold to the Kuang-chou -- Han-k'ou Railroad after the war.

In addition to the mine's main railroad line, a number of branch lines were constructed, and some truck transport was provided. Transport from the vertical and horizontal shafts which are in the mountains is provided by light double-track rail lines.

In 1947, experts estimated the reserves of this field at more than 80 million tons, not including an area in the northern part of the field operated by the National Resources Commission. Between 1937 and 1944 an area was opened 10,000 meters long, from north to south, and 2,000 meters wide from east to west. The total thickness of the veins is 3 meters. There are 78 million tons (possibly this figure should read 7 to 8 million) of coal reserves in this opened area with specific gravity of 1.3.

Analysis of the one sample of coal from this field reveals a moisture content of 0.23 percent, volatile content 26.07 percent, fixed carbon 63 percent, ash 10.40 percent, phosphorus 0.0916 percent, and a thermal capacity of 14,341 British thermal units of high coking quality. Other samples reveal some variations from the above.

RESTRICTED

- 2 -

RESTRICTED

RESTRICTED **RESTRICTED**

STAT

There are two vertical and six horizontal shafts in operation. During the war with Japan progress was slow and was stopped altogether after the coming of the Japanese. Total production up to that time amounted to 130,000 tons. Post-war production, because of the civil war, has not exceeded 100 tons a day. Some of the pits are flooded.

With approach of the civil war into the area it was planned by the management to cease work, but only about 400 of the Yang-mei-shan Mine workers left. The remainder, about 800, continued to work and await liberation. At the Tzu-hsing Mine, work ceased in May. Only caretakers remain at the mine.

While reserves at Yang-mei-shan are limited, those at Tzu-hsing could be operated at a daily production of 1,000 tons for 200 years.

- E N D -

RESTRICTED

- 3 -

RESTRICTED